

# DOWN TO EARTH

AUGUST 2014

ISSUE 63

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## COMMENTS

Thank you for taking the time to read this edition of D2E. I hope your year is going well. As usual we are seeing different economic conditions impacting ourselves and our customers depending on industry segment and location. For example, it looks like we are seeing some better times in construction as well as the quarry industry. Indeed I note as we go to print on this edition, CMIC 14 is on in Brisbane. I certainly want to wish CMIC14 and all attendees the best for a successful conference. Please be assured of Komatsu's continuing support for the Quarry and Concrete industry.

Other segments are not going too well. Mining for example continues to be challenging for most of our customers, including those that supply machines for infrastructure and ancillary roles. Current low commodity prices combined with a strong Aussie dollar is really stressing this industry and challenging everybody to come up with better ways of doing business. At Komatsu we are very careful to understand our customers' changing needs. Today is very important if your business is only just surviving the current market conditions. Hopefully you view Komatsu as a partner who can add value to your business and not just the upfront equipment supplier. My view is we are in it with you during the bad as well as the good times, for the entire life of the Komatsu equipment you own.

Whilst we want to react quickly to daily changing circumstances, Komatsu has always taken a long term view. When you have machines that last as long as ours, it is the only way. In this edition you will read about two significant investments we have made to support our customers. They are on opposite side s of the country, Mackay (p.20) and Port Headland (p.30). Both support the mining industry, not just mining production, but all of our customers that rely on the mining industry in central Queensland and the Pilbara. I wanted to make this investment despite the realities of the current market because fundamentally I believe that our customer's need our support and in the long term Australia still has a lot of Iron Ore and Coal to mine.

**Sean Taylor**  
Managing Director & CEO

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#### FRONT COVER

Latest HM400-3MO ADT.

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# LATEST KOMATSU 40 TONNE ADT INCORPORATES MAJOR PRODUCTIVITY ADVANCES

**Komatsu Australia has introduced the HM400-3M0 articulated dump truck, incorporating a number of improvements to increase productivity, including an advanced traction and transmission system, and higher dump body capacity.**

The HM400-3M0 is powered by a Komatsu SAA6D140E-6 engine rated at 350 kW, allowing it to haul a 40 tonne payload at speeds up to 55.9 km/h.

According to Richard Feehely, Komatsu Australia's National Business Manager, Quarries, improvements over the HM400-3M0's predecessor - the HM400-2, include significantly higher payload capacity, better operating performance, lower

fuel consumption, increased operator comfort and enhanced serviceability – maximising productivity and reducing operating costs.

“The HM400-3M0 incorporates a number of groundbreaking improvements in articulated dump truck technology, leveraging on our many years’ of experience in traction control and transmission systems with our dozers and large mining rigid dump trucks.

“As a result, we have developed an articulated dump truck that offers unprecedented levels of control and efficiency when operating in the most challenging underfoot conditions, while delivering the highest levels of reliability and efficiency,” he said.



A major feature of the HM400-3M0 is the new Komatsu Traction Control System (K-TCS), which automatically provides optimum traction when operating in soft ground conditions.

As ground conditions worsen, speed sensors located on four wheels detect tyre slippage, and automatic application of the inter-axle differential lock occurs.

If tyre slippage continues to be detected, any of the four independently operated brakes can be applied to the slipping wheels to regain traction.

"This technology behind our K-TCS, which is unique to articulated dump trucks, comes directly from our experiences in optimising traction control with our dozers and rigid mining trucks," Feehely said.

The new truck also incorporates Komatsu Advanced Transmission with Optimum Modulation Control

## **SIGNIFICANTLY HIGHER PAYLOAD CAPACITY, BETTER OPERATING PERFORMANCE, LOWER FUEL CONSUMPTION, INCREASED OPERATOR COMFORT AND ENHANCED SERVICEABILITY**

System (K-ATOMiCS), which has long been a feature of Komatsu's large mining trucks.

This is a six-speed, fully automatic transmission that uses an advanced electronic system to eliminate shift shock and torque cut-off to improve operator and engine efficiency, and maximise powertrain life.

"The electronic system automatically selects the ideal gear based on vehicle speed, engine speed and the shift position chosen, resulting in powerful acceleration, smooth down shifting and synchronised engine speed when climbing slopes," said Feehely.

"Key advantages of K-ATOMiCS include minimised operator fatigue, ensuring the load remains in the truck body and increased productivity."

A 510 kW capacity retarder fitted to the HM400-3M0 allows the operator to select the optimum operating speed for downhill travel and fully loaded hauls, eliminating acceleration generated by the grade of the slope and minimising wear and tear on the braking system.

Feehely said an optimised body design on the HM400-3M0 had seen a significant increase in payload and body capacity.

"The HM400-3M0 is now a true 40 metric tonne capacity truck, with its payload increasing by 3.5 tonnes compared with the previous HM400-2.

"It's gone from 36.5 tonnes on the earlier model to 40 tonnes, while heaped capacity has gone from 22.3 cu m to 24 cu m," he said.

The HM400-3M0's loading height of 3164 mm allows it to be easily matched with 36 to 55 tonne excavators, or 4.2 cu m to 5.7 cu m wheel loaders.

In addition, the Komatsu HM400-3M0 is also equipped with a factory fitted Payload meter (PLM). The PLM allows production volume and working conditions of the dump truck to be analysed directly via a personal computer. The trucks payload is also displayed for the operator on the 7inch LCD monitor, and an external display signals to the loading tool, as the truck reaches payload capacity. PLM data can be downloaded directly to a PC via a PLM Cable. The data is also transmitted via KOMTRAX allowing you to monitor all of the above on the web. Carried Load, Cycle count, and over load count can also be monitored and filtered for daily and monthly reports.

Komatsu has also significantly improved the cab design on the new truck, providing a comfortable and quiet work environment designed to maximise operator productivity, as well as improving visibility and site safety.

Improved operator comfort features include interior noise levels of 72 dBA, and a high-back heated air-ride seat with a three-point safety belt.

"We have now located the operator's seat right in the centre of the cab," Richard said.

"This, combined with a short nose design and rounded engine hood significantly improve visibility out the front, while a colour rearview camera, linked to its own 7 inch monitor, ensures greater safety when operating around other equipment and personnel.

"The ROPS/FOPS Level 2 certified cab features a new designed rounded front dash panel with easy-to-reach switches," he said.

"In addition, the dashboard has been redesigned, incorporating a new high resolution 7 inch LCD monitor giving enhanced capabilities and displays detailed information.

"It allows the operator to easily modify settings for a wide range of items such as auto idle shutdown or the auto-reversing fan; to check operational records, such as driving history or fuel consumption; or to see when the next maintenance interval is required."

The monitor also offers the operator the option of using Komatsu's ECO guidance function, which provides operational tips to reduce fuel consumption.

Richard said Komatsu has also worked to minimise the time required for daily checks and service access.

"This includes such features as a newly designed engine hood for easy access, increased cooling capacity, and two standard hydraulically driven auto-reversing fans to help keep the radiator and charge air cooler clean.

In addition, the HM400-3M0 is fitted with Komatsu's exclusive EMMS (Equipment Management Monitoring System) incorporating enhanced diagnostic features to give the operator and technicians greater monitoring and troubleshooting capabilities.

EMMS also continuously monitors all critical systems, preventative maintenance requirements, and provides troubleshooting assistance to minimise diagnosis and repair time. It is integrated with Komatsu's KOMTRAX remote monitoring system.

"The HM400-3M0 is the most advanced articulated dump truck on the market," said Richard.

"By combining the latest transmission and traction technology with a higher payload and increased operator comfort and safety features, while enhancing uptime and reliability through continuous monitoring, the HM400-3M0 delivers the optimum combination of productivity and lower cost moving of material," he said.

Brief specs of the HM400-3M0 are: Payload capacity, 40,000 kg; heaped capacity, 24 cu m; maximum GVW, 73,470 kg; engine, Komatsu SAA6D140E-6 engine rated at 350 kW; transmission, 6F/2R fully auto power shift; maximum speed, 55.9 km/h.



*New HM400-3M0 has a number of ground breaking improvements*





# KOMATSU RELEASES IPHONE APP FOR KOMTRAX

**Komatsu has combined its market leading KOMTRAX remote machine monitoring system with the power of the latest smartphone technology, releasing a KOMTRAX app for Apple's iOS iPhones.**

Available free of charge through the Komatsu Australia website, the new app gives instant access to vital information on every KOMTRAX-equipped Komatsu machine in a user's fleet.

"Our new KOMTRAX app gives Komatsu customers the ability to monitor critical machine operating parameters, along with usage, performance and location, as well as overall fleet management," said Todd Connolly, Komatsu Australia's Head of Fleet Management & ICT.

"By providing customers with valuable information regarding their Komatsu machines, it helps get a quick overview of what machines in their fleet have been up to – all via their iPhone.

## FEATURES OF THE KOMTRAX APP INCLUDE:

- Identification of each machine's location – including driving directions based on the phone's location
- Hours of use for all KOMTRAX-equipped machines
- Identification of idle time (dependent on machine type/model)
- Monitoring machine fuel consumption (dependent on machine type/model)
- Overviews of any cautions triggered on machines, including when they occurred
- Checking of any significant movements of machines
- Identification of any machines that have lost communication
- Identifying any machines that have not been used, through a "No Usage" feature.

"All these features can be customised so users can view set time periods, from one day up to a month," said Todd.

"In addition, a fleet can be filtered by model, customer management number or serial number.

"Komatsu's KOMTRAX remote monitoring system was one of the first OEM-specific systems on the market, and has proven itself an invaluable tool in fleet and machine management," he said.

"It has become an important contributor in driving down owning and operating costs of Komatsu equipment, letting us work with our customers to ensure machines are maintained and operated to achieve optimum performance, reliability and uptime.

"By combining KOMTRAX with the latest smartphone technology, customers are now able to monitor, check and manage their Komatsu equipment at any time of the day or night, from anywhere in the world," Todd said.

To download the free KOMTRAX App, please go to [www.komatsu.com.au/www.komatsu.co.nz](http://www.komatsu.com.au/www.komatsu.co.nz) and visit the KOMTRAX section.



**CUSTOMERS ARE NOW ABLE TO MONITOR,  
CHECK AND MANAGE THEIR KOMATSU  
EQUIPMENT AT ANY TIME, ANYWHERE**



**“OUR EQUIPMENT CARE PORTAL ALLOWS CUSTOMERS TO VIEW EVERY MACHINE IN THEIR KOMTRAX PLUS FLEET”**

## KOMTRAX PLUS FOR MINING

**Komatsu has long been renowned for developing and using technologies that help its customers maximise their productivity and lower their operating costs.**

The company has led the way in the construction equipment sector with its Komtrax remote monitoring offering, and is currently in the process of rolling out its KOMTRAX Plus service to its mining equipment. Komatsu's Komtrax Plus suite combines the benefits of on-board machine health monitoring with its industry-leading remote monitoring technology.

KOMTRAX Plus — combines Komatsu's long-standing VHMS (Vehicle Health Monitoring System) with its KOMTRAX remote monitoring service, which has been available on its construction equipment range for the past five years.

KOMTRAX Plus allows mine management, asset managers and maintenance crews to view specific machine performance data remotely via any computer with an internet connection, said Rick Augur, Komatsu Australia's Telemetry Specialist — KOMTRAX Plus.

“KOMTRAX Plus provides a means to remotely monitor the health of major components using

Komatsu's satellite technology on selected mining and production class machines, enabling constant evaluation of a machine's condition and operations,” he said.

“This system has been designed to reduce repair costs and maintain optimal machine availability by helping prevent unscheduled downtime, through the combination of Komatsu's proven VHMS and KOMTRAX offerings.”

Access to KOMTRAX Plus, which is free of charge to any piece of Komatsu equipment fitted with the system, is via the company's Equipment Care website portal.

“Our Equipment Care portal allows customers to view every machine in their KOMTRAX Plus fleet via a single platform, accessible to any computer with an internet connection,” Rick said.

“This portal provides users access to critical information about each machine, including machine performance, machine health, fault analysis, fuel data, payload data and idle time summaries.”

Rick said that KOMTRAX Plus provides Komatsu mining equipment owners with the means to continuously monitor machine conditions, helping achieve maximum productivity and utilisation.

### KEY FEATURES AND BENEFITS OF THE SYSTEM INCLUDE:

- Reduced maintenance costs: Continuous monitoring of machine condition and performance ensures any abnormal readings can be addressed before they result in unscheduled downtime.
- Safer operations: Poor or incorrect operator practices (for example, excessive speed) are highlighted, allowing additional training if necessary.
- Lower operating costs: Continuous monitoring of operating practices and machine settings allows fine-tuning of operator procedures.
- Fuel usage management
- Accurately logging of machine hours: Mine management can be kept fully aware of how many hours machines are actually working during the hours they are accumulating.
- Production data: Constant logging of machine payloads.

“In addition, Komatsu uses the data collected through KOMTRAX Plus for our Continuous Improvement (CI) program, to ensure that our machines deliver maximum productivity, reliability and availability, and best meet our customers' application demands,” Rick said.

### KOMATSU EQUIPMENT FITTED WITH KOMTRAX PLUS INCLUDES:

**Haul trucks:** HD465, HD605, HD785, HD985, HD1500, 730E, 830E, 860E, 930E and 960E.

**Excavators and shovels:** PC1250, PC1800, PC2000, PC3000, PC4000, PC5500 and PC8000.

**Wheel loaders:** WA600, WA800, WA900 and WA1200.

**Dozers:** D375A and D475A.





Sean Taylor

## KOMATSU ANNOUNCES UNDERGROUND MINING JOINT VENTURE WITH GE TECHNOLOGIES

**Komatsu has established a new joint-venture company with GE Mining to develop the next generation of underground mining equipment.**

Combining Komatsu's leadership in mining machinery with GE's expertise in electric drive systems, the 50/50 joint venture will develop new equipment for the growing underground mining market.

The new company – Komatsu GE Mining Systems LLC – builds on a successful existing relationship between the two companies.

GE Mining has long supplied electric drive systems to Komatsu, which is the world's market-leader in electric dump trucks.

Komatsu Australia's managing director Sean Taylor said Australia is likely to be an early beneficiary of the joint venture.

"Australia was the first market in the world to commercialise Komatsu's Autonomous Haulage System for driverless trucks, and is the first country to market the 35-tonne Hybrid Excavator," Sean said.

"Given the size of our mining industry, and the fact that Australia has typically been a pilot market for Komatsu, we are likely to be amongst the first to see the new underground equipment products developed by the joint venture."

Sean said that Australia is one of the most important mining markets in the world for Komatsu.

"Australia accounts for over half of global deliveries for ultra-class mining machines such as the WA1200 wheel loader, and 30 per cent of global deliveries for the 960E Mining Dump Truck," he said.

Komatsu says the medium-term outlook is for underground mining to expand as open cut opportunities are exploited.

"There's no doubt that market conditions have softened for mining equipment this year. However, I have a positive view over the mid-term that demand will recover, so it makes sense to invest in R&D and product line expansion during this time," Sean said.

"Underground mining equipment is a new frontier for Komatsu, and many of our customers are keen to see the innovation that we're renowned for appear in underground applications.

"Our partners will be looking for new solutions that increase productivity and safety in underground mines and we believe electric power, electric drive systems and battery technologies are critical in satisfying these requirements."

In addition to heavy equipment design and engineering, Komatsu will contribute its knowledge

of information and communications technologies for mining equipment.

Komatsu is the industry's pacesetter in ICT applications, such as its KOMTRAX (Komatsu Machine Tracking & Remote Monitoring System) and Intelligent Dozers.

"Komatsu spends over \$600 million in R&D worldwide every year to deliver increased safety and productivity, while reducing each machine's environmental footprint," Sean said.

"Over the last 90 years, our approach to engineering has delivered a range of breakthrough technologies and this collaboration between Komatsu and GE Mining will bring similar breakthrough technologies into the underground mining sector."

The new company will be based in the US at GE's plant at Erie, Pennsylvania.

Komatsu GE Mining Systems will initially establish a small combined team of engineers to work on one R&D project, with the potential for additional projects to be included in the future.



# KOMATSU'S AC-DRIVE 730E-8 MINING TRUCK OFFERS HIGHER HAUL SPEEDS, SIMPLER MAINTENANCE – AND INDUSTRY-LEADING AVAILABILITY

**Komatsu's new AC-drive version of its 200 US ton 730E-8 mine truck, offers higher haul speeds and simpler maintenance requirements, resulting in higher productivity, reduced downtime – and industry-leading availability.**

With a true payload of 200 US tons (181 tonnes), the 730E-8 is powered by a Tier 4 compliant 1492 kW engine, and is designed and manufactured to the same engineering principles as Komatsu's large Ultra-Class mining trucks.

According to Michael Hall, Komatsu Australia's National Product Manager, Mining, not only is its AC drive system lighter than either mechanical or DC transmission systems, it provides faster acceleration and higher top speeds, while delivering more reliable performance and easier maintenance.

Top speed of the 730E-8 is 64 km/h – 15% higher than its predecessor – plus it can handle effective gradients up to 12%, for higher productivity.

In addition, the AC control system offers independent control of the rear wheel motors, giving outstanding traction in wet and slippery conditions, reducing tyre wear and improving operator confidence.

Its GE35B AC-drive wheel motors, designed collaboratively between Komatsu and GE Mining, have no brushes, eliminating flashover, and a higher thermal capacity.

A 2760 kW retarding system provides advanced braking capacity, giving the ability to handle steep continuous descents and sharp switchbacks. This electric dynamic retarding enhances productivity and operator confidence, while eliminating the need for excessive mechanical braking effort.

Michael said the increased reliability of the AC powertrain, plus its easier maintenance translated into industry-leading availability for the 730E-8.

"Our 730E DC truck has delivered 90-94% availability to mines around the world, over hundreds of thousands of operating hours," he said. "In comparison, the industry average for this class of truck is well down in the 80% range.

"That additional availability – which we expect to be even higher with the AC-drive 730E-8 – translates into an additional 36 weeks, or nine months, per truck over a 10-year operating life.

"Overall our diesel/electric AC powertrain is more efficient, offers better operating characteristics and is more cost effective than a comparable DC powertrain," said Michael.

"Komatsu pioneered the use of AC electric drive systems with the introduction of our 930E in 1996 – which has since gone on to become the world's most successful 'ultra-class' mining dump truck.



"Our new AC drive 730E-8 has been configured for the challenges of the future, with miners frequently moving to smaller ore bodies in more remote locations," he said.

"It is designed to be quickly deployed into difficult projects and then moved to the next opportunity as necessary."

Michael said the 730E-8's "bolt-together" design made field assembly and disassembly less complicated, reducing the need for large numbers of skilled technicians in the site assembly process.

"The simplicity of its design makes it easier to train service technicians and complete regular maintenance tasks, with fewer hoses, bearings, pumps and wear components than most other mining trucks," he said.

The 730E-8 also incorporates an easily removable powertrain module, further reducing the time needed to complete on-site maintenance.

Maintenance requirements are further streamlined through the use of Komatsu's KOMTRAX Plus remote monitoring system, allowing the logging of data such as operating hours, component trends, machine utilisation (including idle time and fuel consumption) and production information for on-line analysis.

The 730E-8 can also be fully integrated with management systems such as Modular Mining's Dispatch and MineCare products.

In addition, the new truck's cab brings the same comfort features and operator controls used in

Komatsu's Ultra-Class trucks, including air-ride seats, easy-to-use instrument panel with automatic speed control and fully adjustable climate controls.

## BRIEF SPECS OF THE 730E-8 ARE:

**Payload, 200 US tons (181 tonnes); body capacity, 111 cu m; engine, Komatsu SSDA16V159 QSK50 rated at 1492 kW; maximum loaded speed, 2% grade, 62.6 km/h; braking system, 2759 kW electric dynamic retarder plus dry disc brakes front and rear; turning circle diameter, 27.1 m.**

### TYRE OPTIONS:

**37.00 R57 (Standard)**

**40.00 R57 (Optional)**

**42/90 R57 (Optional)**



“THIS KIND OF EXPERIENCE  
IS EXTREMELY SIGNIFICANT”

## KVX GET OFFERS PROVEN RELIABILITY

### **Komatsu has urged miners and quarry operators to consider the broader picture of true ground-engagement tool (GET) cost.**

Retention reliability is a key consideration in the GET equation according to Komatsu.

The total cost of GET should also factor in planned and unplanned bucket maintenance, the cost of welding-related failures and throw-away material that cannot be used on site.

Komatsu's national sales and business development manager for GET, Rod McCallum, said retention reliability, unplanned maintenance, penetration performance, fuel efficiency, tyre life, powertrain and frame life were all part of the overall GET cost picture.

“The classic example of unplanned maintenance is a GET part breaking off a wheel loader bucket and falling into the crusher,” he said.

“Suddenly, the mine or quarry operator is faced with unplanned maintenance, downtime, idle plant and lost production.”

“The complete elimination of the most common retention-failure points and the use of steel that is significantly tougher than conventional GET castings significantly reduces the risk of GET-loss events,” according to Chris Guntner, Regional Sales Manager – KVX in Oceania for Komatsu KVX LLC & Hensley Industries.

“It's impossible to completely eliminate risk, but if all the KVX benefits save a site just one shut-down event in 10,000 hours due to a GET failure, that could easily constitute a \$15–40/hour site saving, directly attributable to KVX,” he said.

Chris noted the long term experience of a number of sites around Australia achieving extended periods with no GET breakages while operating 100-tonne class wheel loaders in various applications with KVX spade lip systems.

“These are bauxite, coal and even gold mines where, in one case, there were no reported breakages/losses, and hence no parts in the crusher, for over 50,000 hours of crusher feeding – over the full life of one wheel loader and the current life of its replacement.”

“This kind of experience is extremely significant – it means no lost production, lost sales, idle staff, idle machines, safety issues or crusher repair costs,” he said.

KVX GET systems have an exceptional record worldwide for their retention reliability with the unique bolted, ‘pin-less’, ‘adapter-less’ and ‘weld-less’ design, as well as the use of high-toughness Sagitta® steel.

Other key design features of KVX GET include an unrivalled slim overall lip/GET system profile for better penetration of stockpiles and hence faster cycle times coupled with reduced fuel, powertrain and tyre costs.

KVX GET also has a unique flat-floor design, to provide a smooth underside for the bucket and a flat working floor, thereby reducing the risk of tyre damage and reducing wear and tear on the machine.

A smooth, unobstructed internal floor offers better penetration and less potential for carry-back.

Senior operators at one of the KVX GET high-hour sites pointed to the flat profile on the bottom of the bucket as a major plus, allowing them to maintain a flatter profile on the mine floor.

Chris said KVX's flat-faced components result in further savings on alternative-wear materials, allowing up to 100 per cent of the remnant steel from worn GET parts to be re-used on site, typically as wear protection on mobile and fixed plant buckets, hoppers and feeders.

Komatsu Australia supplies customers with a total range of GET solutions through its KVX and Hensley XS range of ground-engaging tools.

KVX and Hensley XS ground-engaging tools can be fitted to Komatsu-branded equipment or any make of machine.

This is a significant advantage for those operators running multiple makes of machine, as they can easily standardise the ground-engaging tools used across their fleet.

KVX is part of the Komatsu group and is Norway's leading manufacturer of GET. It serves the construction, quarry and mining industries, while also offering products for a range of other severe industrial applications.

KVX has gained worldwide recognition for its highly wear-resistant bolt-on ground engaging tool system for earth moving machines. In recent years, KVX has also developed a highly attractive range of buckets and attachment products for excavators, wheel loaders, LHDs and front shovel machines.

**More information on Komatsu's range of ground-engaging tools can be found by visiting [www.komatsu.com.au](http://www.komatsu.com.au) or by phoning 1300 KOMATSU (1300 566 287).**



# KOMATSU DUAL BUSHING DOZER TRACK MORE THAN DOUBLES UNDERCARRIAGE LIFE IN RIGHT APPLICATIONS



**Komatsu has introduced Dual Bushing Track, a new undercarriage concept for large dozers, which can more than double track life in the right applications.**

Designed specifically for high-abrasion, low-impact applications, Komatsu's Dual Bushing Track completely eliminates the need for pin and bush turns and associated new sprockets.

According to John Mortimer, Komatsu Australia's, Business Development Manager for Undercarriage, the first application of Dual Bushing Track in Australia – on a D275A-5 dozer – achieved more than 3000 hours of operation with no issues.

This compares with track life of around 1000 hours, including a pin and bush turn at 500 hours, on conventional undercarriage.

"In this application, a large sand mining site, we actually effectively tripled the life of the undercarriage – and it would have gone longer if the dozer had not been redeployed elsewhere," John said.

"By the time the dozer finished on the site, the track was approximately half worn, so we believe it had the potential to run to 4000 or even 5000 hours. Seal life would have ultimately determined the longevity of the track before the bushes went.

"In that 3000 hours, there were absolutely no issues," said John. "There were no dry or hot pins, and the

system avoided three pin-and-bush turns, which would have required a week's downtime to take off and put back on.

"Essentially, Dual Bushing Track can last the life of the undercarriage."

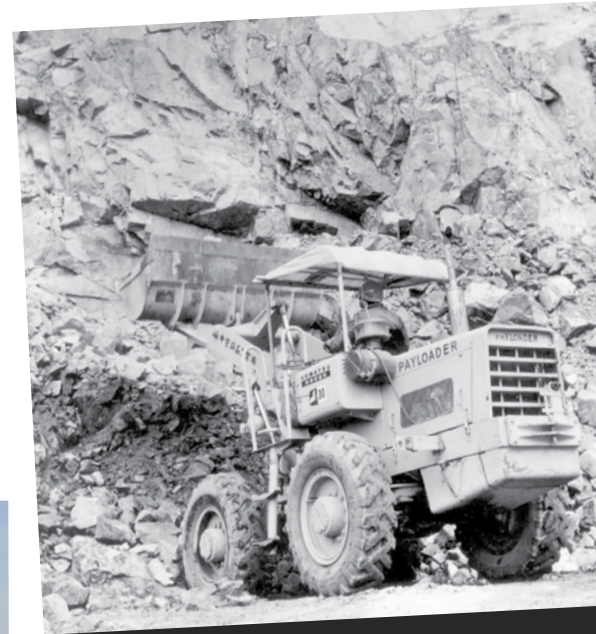
John said the major limitation of the system was that it couldn't be used in high-impact applications, including ripping or hard rock work.

"Having said that, it is ideal for sand, bauxite and other high-abrasion applications where you have large stockpiles to be moved around, with no ripping," he said.

"In the right applications, the system performs very well."

Dual Bushing Track has a premium price compared with conventional undercarriage, but as John pointed out "you get at least twice the life in the right application, plus you eliminate pin-and-bush turn downtime and the cost of the other components."

Further information: John Mortimer, Business Development Manager for Undercarriage, Komatsu Australia, phone 0417408844, email [jmortimer@komatsu.com.au](mailto:jmortimer@komatsu.com.au).



## HELP US CELEBRATE KOMATSU'S 50 YEARS IN AUSTRALIA!

In 2015, Komatsu will celebrate 50 years in Australia – and we want to celebrate this in a unique fashion, highlighting long-lasting Komatsu machines, and recognising our original customers when we first came to this region.

### OLD KOMATSU MACHINES

We are on the hunt for the oldest Komatsu machines across Australia, New Zealand and New Caledonia.

If you own, or know the whereabouts of, an old Komatsu machine – ideally 1960s vintage, or even older – we'd love to know about it, and include it in our celebrations.

Please contact Wafaa Ghali - [wghali@komatsu.com.au](mailto:wghali@komatsu.com.au) to tell us about it.

### EARLY KOMATSU CUSTOMERS

While we have a close relationship with all our long-term customers, we want to make contact with those who contributed to our success in the early days of Komatsu in this region, but who may have long-retired from the industry, or moved to other industry sectors.

If you know any person or organisation that was a buyer of Komatsu machines in the 1960s (or even earlier), please let us know so we can get in touch with them. Or please contact us yourself, if this applies to you!

Again, please contact Wafaa Ghali - [wghali@komatsu.com.au](mailto:wghali@komatsu.com.au); pioneering Komatsu customers will be an important part of our celebrations.



# KOMATSU'S CRAIG BURGESS:

## *White Ribbon Ambassador*

**Hunter Valley-based magazine Coalface recently spoke to Komatsu's Mt Thorley Branch Manager Craig Burgess about his decision to become a White Ribbon ambassador and why he believes other miners should follow suit.**

**Q. How long have you been a White Ribbon ambassador?**

**A.** I have been an ambassador for around 18 months.

**Q. What drove your decision to become an ambassador? Have you been exposed to violence against women at some point in your life?**

**A.** As a young child I grew up in a household where observing domestic violence was a regular occurrence. Having an abusive father didn't lend itself to a very enjoyable childhood and it came as a huge sense of relief when my mother left and removed us from that situation. At the time, support for women who were experiencing violence in the home was minimal, and it wasn't something that was talked about.

Domestic violence really is Australia's dark hidden secret and being an ambassador allows me to speak out, promote discussion, and encourage change. Importantly, as the father of two young boys I want to be a good role model for them, as they develop and grow into men.

**Q. What does being an ambassador really mean? What are some of the things ambassadors do?**

**A.** Being an ambassador means taking an active stand against any form of violence committed against women and is a promise to live by the oath not to commit, excuse or remain silent about this issue.

Ambassadors reflect on their own behaviors and attitudes towards women, and safely challenge the attitudes and behaviors of others that condone, or excuse violence against women. Some ambassadors host or attend fund-raising and awareness events in the community and others speak at these functions to spread the White Ribbon message, especially around White Ribbon day. They encourage males who are using

violence in their relationship to seek professional help and use their networks to promote discussion and social change.

**Q. What type of person does it take to be an ambassador?**

**A.** Any man can be a White Ribbon ambassador. The key is to have a passion to be part of a campaign that aims to stop domestic violence before it occurs.

**Q. As a branch manager at Komatsu, have you implemented any programs or initiatives in the workplace regarding violence? If not, do you plan to?**

**A.** Having been recently appointed to the Mt Thorley branch, my plans for 2014 include building workplace awareness and increasing the knowledge of our employees in how to address violence against women.

Komatsu has a long and proud history of supporting a number of Corporate Social Responsibility initiatives, both locally and globally. One of Komatsu's core values is respect, and so my role as an ambassador for White Ribbon is very much aligned with Komatsu's direction.

As a company, we offer our staff confidential access to an Employee Assistance Program that can provide an opportunity for staff to talk about the effects of violence in a safe and confidential setting.

**Q. Do you believe people in leadership/managerial positions need to lead the way when it comes to violence and other social issues and be role models for their employees?**

**A.** Yes, people in positions of leadership are role models for the behavioral expectations within any organisation, whether it is a workplace, community group or a sporting team. They generally hold a greater amount of influence in the organisation and therefore their behavior needs to send the right message.

**Q. Do you see a connection between violence and the mining industry? Why or why not?**

**A.** Domestic violence is widespread and occurs in all parts of society regardless of industry, location, age, or socio-economic status. I am not aware

of any statistics that suggests women in mining cultures experience violence at greater levels than those experienced in the general community, however mining communities, like all others in Australia, still experience violence at unacceptable levels, often with devastating effects.

**Q. What do you think needs to happen?**

**A.** We have come a long way in the last 40 years but there is still more to be done. Violence is a serious problem. In Australia one woman is killed every week by their current or former partner. There needs to be an increase in awareness that violence does not stop with physical abuse and that it includes verbal and emotional abuse, intimidation, isolation and control.

The good news is that most men share the belief that violence against women is never acceptable. These men can play a positive role by influencing others.

**Q. Would you recommend other miners become White Ribbon ambassadors?**

**A.** Absolutely, but there are many ways to show support for this cause and becoming an ambassador is just one of them. The White Ribbon website is a great place to find out some of the things you can do to make a difference, whether large or small. As more men become involved in the campaign, the drive to affect change will strengthen.

D2E would like to thank Coalface magazine for permission to reproduce this interview.

### FACT BOX

**As Craig said, being an ambassador is just the tip of the iceberg when it comes to things you can personally do to support the campaign. You can swear the oath, like Craig, to never commit any form of emotional or physical violence, you can become a volunteer, make a donation or participate in a community fundraising event.**





# KOMATSU SUPPORT FOR BEACON YOUTH UNEMPLOYMENT PROGRAMS CONTINUES

**Komatsu Australia has continued to provide a high level of support to the Beacon Foundation, which works with schools, communities and businesses to develop meaningful solutions to youth unemployment.**

During 2013-14, the support from Komatsu contributed to enabling the delivery of the Beacon program in 114 schools in low SES (socio economic status) communities around Australia.

These were focused in regions where students were experiencing challenges, helping young people to prepare to successfully transition from school to work or further education.

Through this program, Komatsu actively provided opportunities for its staff to work with students through a range of Beacon activities.

In addition, Komatsu further showed its commitment to addressing youth unemployment through its involvement in Beacon's Real Futures Generation initiative, a program which delivers actual employment opportunities within supporting company for young people.

Under Real Futures Generation, Komatsu employs three young people on traineeships, along with one who commenced an apprenticeship at the start of 2014.

An Example of the Komatsu-Beacon partnership in action was the Business Blackboard presentation at Nyanda State High School south of Brisbane.

Nyanda State High School's commitment to the Beacon program truly shone in 2013, with the school embracing the Beacon Business Blackboard sessions with enthusiasm.

Komatsu was one of the businesses that engaged with Nyanda through this unique career education program, in which curriculum-relevant lessons are developed and delivered in collaboration with industry professionals.

These lessons enable students to gain a real insight into how the subject content they learn in school is relevant and applicable in their day-to-day work life after they leave school.

As part of the Komatsu Business Blackboard, Komatsu staff provided some history and background on the company, and some of the career paths offered. This presentation enabled students to connect to the content of the lesson to follow and to have a better understanding of the activities.

The actual lesson revolved around the concept of building a pool in the school grounds, with students required to work out the volume and measurements of the project.

This lined up perfectly with the students maths curriculum, with teacher Adam White saying this would help students to see the relevance of what they do in a classroom on a day to day basis.

Komatsu is continuing to support the Beacon Foundation and its programs throughout 2014.



# BRIERTY CELEBRATES NAIDOC WEEK WITH EYE-CATCHING EQUIPMENT

**Each year, Perth-based Brierty – and long-term Komatsu customer – paints up a number of pieces of equipment, including a Komatsu WA320PZ-6 loader and a Komatsu HM400-1 articulated dump truck, in an eye-catching Indigenous design to celebrate NAIDOC week.**

Brierty is a publicly listed engineering company providing civil construction and mining services solutions to government and private industry – and has a strong engagement with WA’s Indigenous communities, and Indigenous companies.

In 2012, the company commissioned local Aboriginal Artist, Peter Farmer to paint a representation of the Brierty story on one of its HM400-1 articulated dump trucks as part of its acknowledgement and celebration of NAIDOC week, said Managing Director Peter McBain.

In 2013, Brierty painted equipment, including the Komatsu loader, a service truck and a sea container, which it then exhibited with the co-operation of the City of South Perth – where Brierty’s headquarters is located.

This year, the company painted up another service truck, and an additional shipping container, both of which again went on display in co-operation with South Perth.

Peter McBain said that round 12-15% of the company’s employees – approximately 50 people – are Indigenous, plus it has joint ventures with a number of Indigenous corporations in Western Australia, including the Ngarluma Yindjibarndi Foundational Ltd (NYFL) and Karlayura Construction Services, a Pilbara-based Aboriginal company.

“Our Indigenous employment program, and these joint ventures are important in achieving our indigenous engagement vision and is important to our reconciliation action plan,” he said.

According to Peter, this unique painting of its equipment is not only about celebrating NAIDOC week, and Indigenous culture with Brierty’s Indigenous employees, but also aims to engage its non-Indigenous employees with Indigenous issues.

**“WE ARE KNOWN FOR OUR LEADERSHIP IN EMPLOYING INDIGENOUS AUSTRALIANS”**

“We are known for our leadership in employing Indigenous Australians, and engaging with Indigenous businesses, so we are delighted to help in celebrating NAIDOC week,” he said.

The repainted machines and equipment will remain in those colours for the remainder of their working lives with Brierty.







## TASSIE CONTRACTOR'S DIGGER GOES PINK TO SUPPORT BREAST CANCER AWARENESS

**Late last year, Launceston-based civil contractor Gradco Pty Ltd supported Breast Cancer Awareness with a bright pink-painted Komatsu PC55 excavator, which it hired out to clients to raise funds.**

During the month of October 2013, 50% of the proceeds from the excavator's rental went to The National Breast Cancer Foundation (NBCF).

This initiative came about through the efforts of a close friend of Gradco Directors, Oliver, Tom and Will Diprose, who successfully overcame breast cancer seven years ago.

Nicole Darcey, a mother of three girls and breast cancer survivor has been raising funds through "Breasts Out For Research" or BOFR, in aid of Breast Cancer Research for the past seven years.

During this period she has raised almost \$120,000 for the cause – with the ultimate goal of achieving zero deaths from breast cancer in Australia by 2030.

"We had been looking for a way to give back to the community and to support a very worthwhile cause," said Oliver Diprose.

"To support Nicole's efforts this year, we came up with the idea of the Gradco Pink Digger, and we've had a great response from our clients in the Launceston region.

"The support for this campaign was extremely strong and the Pink Digger was almost fully booked for the whole month," he said.

Gradco is also encouraging its clients to add their support, by assisting Nicole's fundraising efforts, visit her fundraising site at: [www.everydayhero.com.au/BreastsOutForResearch](http://www.everydayhero.com.au/BreastsOutForResearch).

A number of Gradco's supplier organisations also donated their time and resources in preparing its Pink Digger ready for the campaign. These included Komatsu Australia, Launceston Earthmoving Repairs and Scott Signs.

For more information, please visit Gradco's website at [www.gradco.com.au](http://www.gradco.com.au).

**THE SUPPORT FOR THIS CAMPAIGN WAS EXTREMELY STRONG AND THE PINK DIGGER WAS ALMOST FULLY BOOKED FOR THE WHOLE MONTH**

# KOMATSU GRADERS AIMED SQUARELY AT CONTRACTOR MARKET



**Komatsu Australia has recently begun incorporating a package of features and benefits as part of its Dash 5 “Vantage” grader offering to make it more attractive to civil contractors.**

This package includes upgrading the range’s standard specification to better meet the needs of contractors, and developing “plug and play” kits compatible with leading machine control system suppliers.

According to Phillip Atley, Komatsu Australia’s National Business Manager, Government and Construction, a lot of work has gone into developing the company’s Dash 5 graders for the contractor market.

“We have been partnering with Topcon distributor Position Partners and Trimble distributor Sitech to develop 2D and machine control kits that give simple ‘plug and play’ connectivity to our Dash 5 graders,” he said.

“These kits also allow our graders to be easily upgradeable to full 3D machine control systems, giving machine owners a complete final trim and bulk grading solution.”

Phillip said a major factor in the appeal of Komatsu’s graders – and its other lines of construction equipment – is the KOMTRAX remote monitoring system, which gave unmatched asset management capabilities through machine tracking and health monitoring.

“KOMTRAX constantly monitors a whole range of machine parameters –including machine location, which makes it an excellent anti-theft system.

“Machine data is uploaded to Komatsu’s and to our customers’ machine management systems. This is proving to be a tremendous aid in preventive maintenance, as well as helping managers keep a close eye on how their equipment is being operated,” said Phillip.

**In addition, Komatsu has upgraded its already comprehensive standard machine specification, which includes:**

- A reversing camera and colour in-cab monitor
- Highly ergonomic and comfortable air seat
- A major improvement to air conditioning performance.

**Optional equipment for Komatsu graders now includes:**

- A “grass seed” kit to restrict grass seeds and other debris from entering the engine/cooling compartment in severe applications
- Cabin pressuriser kit for mining and high-dust applications
- Auto lube system.

Komatsu’s Dash 5 Vantage series of graders consists of two models, the GD555-5 and the GD655-5.

Key features include the best cab visibility of any grader on the market, increased engine power, and an upgraded version of its unique dual-mode transmission system.

Operating weight of the GD555-5 is 18.1 tonnes, with variable power up to 144 kW (depending on which gear is in use), while the GD655-5 has an operating weight of 18.5 tonnes, and variable power ratings of up to 163 kW.

A hexangular ROPS cab incorporates a patented front Y-shape pillar and rear side pillar to give better visibility in all grader applications.

A cast circular saddle linkage provides an unobstructed view of the blade and front tyres, while a tapered engine hood provides good visibility to the rear of the machine, particularly the rear ripper.

Both graders are powered by Komatsu’s Tier 3-compliant SAA6D107E-1 – the same engine which is used in a number of other Komatsu machines, including WA250PZ-6 to WA380-6 loaders, PC200-8 to PC270-8 excavators and the D51EX-21 dozer.

As with previous generations of Komatsu graders, the Dash 5 Vantage series incorporates a dual transmission system, designed to give operators the choice of direct drive (manual) transmission, as used on conventional graders, or torque converter transmission for improved control at low speeds and in final finishing.

A powershift transmission has been designed and built specifically for Komatsu graders, providing on-the-go, full power shifting as well as inching capability and automatic shifting in higher ranges.

When power for tough grading or low-speed fine control is required, the operator can select the Torque Converter auto (T/C Auto) mode for significantly more tractive effort and control and added New Feature Anti Stall Function

## TASMANIA’S SHAW CONTRACTING TAKES “CONTRACTOR PACKAGE” GD655-5

Long-standing Tasmanian civil contractor Shaw Contracting took delivery of a Komatsu GD655-5, incorporating the full package of contractor features and benefits, in late January.

According to Dave Langdon, Shaw’s asset manager, reasons for the purchase included operator preference, the company’s “great run” with its Komatsu excavators, and the price.

“We already have two existing graders of another brand, and when we decided we needed another one, we asked our operators to compare the Komatsu grader with our existing machines, plus another brand,” he said.

“Our most experienced final trim operator said we couldn’t beat the view from the Komatsu grader’s cab, so that’s what we should go for.”

Since starting work with Shaw Contracting, the GD655-5 has primarily been doing final trim and pavement work, much of it for a carpark construction project at Launceston Airport.

“I’ve got my two most experienced operators – real old-school operators – on that machine. One of them has been a grader operator for 40 years, and he’s in love with that Komatsu,” said Langdon.

“It’s doing the work well, and has very good fuel efficiency compared with our other brand of graders.”

The “plug and play” kit for machine control systems was also a major attraction with the new Komatsu grader.

“We run Topcon systems on our machines, and eventually we will put a full machine control system on this grader – so the ‘plug and play’ feature was an important consideration,” he said.



# AWARD-WINNING HYBRID EXCAVATORS LAUNCHED IN NZ



Left - Philip Dring - Komatsu NZ Regional General Manager, Matt McLaughlan (Hirepool), Brian Stephen (Hirepool), Ed Chignall (Treescape), David Small - Komatsu General Manager Construction & Utility.

## Friday July 25, 2014 Komatsu New Zealand launched Komatsu's HB205-1M0, HB215LC-1M0 and HB335LC-1 Hybrid excavators in Auckland.

Komatsu customers visited the Brookby Quarry for a "Dig Day" where the two Komatsu Hybrids were displayed with two conventional Komatsu PC200 and PC350 excavators for comparison.

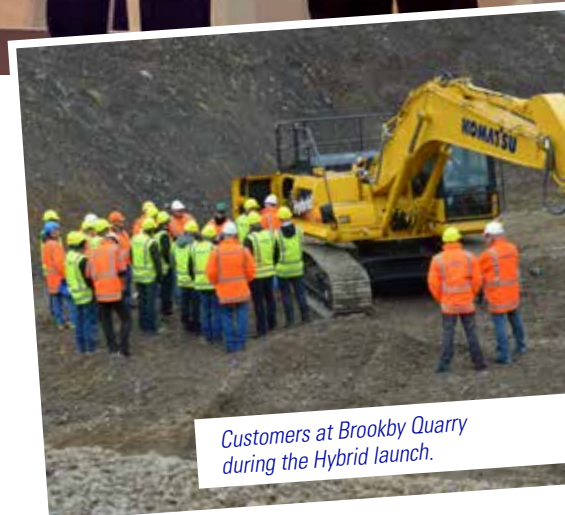
The Komatsu team highlighted the key technological differences and outlined the environmental and economic benefits of owning the Komatsu Hybrid excavator (see Dig Day sidebar).

In the evening customers and partners were invited to a special Hybrid VIP Dinner at 'The Cloud' at Waitemata Harbour to celebrate this important event.

Customers arrived to canapés and beverages and then it was upstairs to where Master of Ceremony - Pio Terei, the well-known New Zealand comedian, officially welcomed the guests to the event.

The evening continued with addresses from Philip Dring, Regional General Manager New Zealand and David Small, General Manager Construction and Utility who highlighted the unique and unrivalled features of the Komatsu hybrid and the significance of the event.

The evening finished with commemorative plaques being presented to Hirepool and Treescape, the first companies in New Zealand to purchase new Hybrid HB215LC-1 excavators.



Customers at Brookby Quarry during the Hybrid launch.



# Launching Hybrid Technology



Your Infrastructure Partner

**CIVIL AUSTRALIA**  
POWERED BY **KOMATSU**



**I'VE BEEN DEALING WITH KOMATSU FOR 15 YEARS, AND THEIR SERVICE HAS CERTAINLY COME A LONG WAY**



*First 35 tonne hybrid owner in Nth Queensland, Jason Penny of Allstate Civil and Dean Gaedtko, Komatsu Australia's Qld Regional Manager*

## ALLSTATE'S HYBRID TECHNOLOGY GIVES IT AN EDGE IN CHANGING ENVIRONMENT

**Queensland-based Allstate Civil took delivery of the state's first 35 tonne Komatsu Hybrid excavator, the HB335LC-1 in March this year – and purchased his second 35 tonne hybrid in July 2014.**

Owned and managed by husband-and-wife team Jason and Amie Penny, Allstate Civil started up in 1999 in Central West NSW, but moved its operations to Central Queensland's Bowen Basin in September 2006.

In 2014 Jason Penny partnered with Jason Wagner to combine their strengths to create a full design civil construction organisation – now called Civil Australia. This new company offers the full package from concept to sign off.

Allstate Civil primary works include maintenance at the mines in the region, water reticulation, general civil works and all types of excavations. It also carries out subdivision works, roadworks, and general government and council works.

In addition to its recently purchased two HB335LC-1 hybrids, Allstate's fleet includes six Komatsu excavators.

According to Jason, Allstate Civil opted for Komatsu's 35 tonne Hybrid as part of a deliberate positioning for the changing nature of the industry in the region and as he also recognises that being an early adopter of the technology will give the organisation an edge in Australia's fast-changing resources/construction sector environment.

"As the industry and the general community changes, Allstate wants to cater for the growing concern for the environment, and ensure we stay on the front foot," he said.

"Being able to offer the highly fuel-efficient Komatsu Hybrid gives us a competitive edge as we diversify to other types of works.

"And this size of machine allows us to operate across both mining and construction, while we can be more competitive with our rates due to the fuel savings we expect to achieve," said Jason.

He and Amie also believe that being able to offer Komatsu equipment is a major advantage with customers.

"When clients see we have Komatsu equipment, rather than other brands, they recognise the quality in what we offer.

"Komatsu has always lead the way in digger technology, reliability, lower operating costs and resale value," he said.

"And the way they work is very simple, plus Komatsu excavators just get the job done.

"We combine this with our philosophy of supplying highly trained, skilled operators to our customers, which results in an impeccable safety record in a very safety-conscious industry."

Allstate Civil also uses Komatsu to service its equipment.

"I've been dealing with Komatsu for 15 years, and their service has certainly come a long way," said Jason.

"They have more people on the ground in more areas, and they do listen to us from an operator's and customer's point of view to improve their service and the quality and performance of their equipment."

Jason and Amie run Allstate as a true partnership, with Jason focusing on the earthmoving side of the business, while Amie runs administration.

"It's a true family business, in that we both run the business, building up something for us and our family," he said.

Amie said the two of them combined their strengths in the relevant areas to make the business work.

"We aim to be consistently good at what we offer," she said.

"Because we are a family business, that is why we work so well. We both stay very hands on, we supply highly trained operators on quality equipment, and we have an excellent safety record.

"Jason keeps very close to the operation of the company day-to-day out on our job sites," said Amie.

"We can tell that people really appreciate this approach: they see Jason out on our projects, and they know that we run the company with a very personal approach.

"That approach, combined with our use of quality, technologically advanced equipment, works very well for us," she said.



Left: Sean Taylor, Deirdre Comerford (Mackay Mayor) and Dean Gaedtke



## KOMATSU DOZERS HELP INCREASE PRODUCTION FOR ANGLO AMERICAN'S CAPCOAL OPEN CUT OPERATIONS

### KOMATSU NEW CUSTOMER SUPPORT FACILITY MACKAY

Komatsu Australia has opened a new customer support facility in Mackay at Bosso Road, Paget which was opened by Mackay Mayor Councillor Deirdre Comerford on May 1, 2014.

#### THE NEW CUSTOMER SUPPORT CENTRE INCLUDES:

- Total covered area of 1800 sq m
- A parts warehouse that is close to double size of its existing Mackay facility, greatly expanding parts-holding capacity
- A service workshop able to handle the service requirements of ultra-class mining and construction class equipment
- A track press capable of servicing and overhauling tracks up to the largest size dozers and diggers
- Washbay
- Sales and customer support offices
- Fully trained technical staff across service and parts, integrated together on a single site
- 30 tonne capacity workshop crane
- Support from a fully equipped fleet of mobile service trucks
- Designed to the highest safety and environmental standards

**A fleet of eight Komatsu D475A-5 dozers is helping Anglo American's Capricorn Coal Opencut Operations in Central Queensland achieve higher production rates with their coal mining activities.**

According to Andrew Job, General Manager Capcoal Open Cut Operations, the dozers are used as a production fleet primarily for push dozing of prime material and pushing coal stockpiles.

"Capcoal took delivery of its first D475A-5 dozer three years ago, with two more added to the fleet in 2013, Andrew said.

"The Komatsu dozers are very good for coal preparation with pushing stockpiles and we have experienced greater production rates using them compared to other machines," Andrew said.

"By using the dozers to prepare the working bench, this greatly speeds up our dragline operations increasing our productivity.

Andrew said operator acceptance of the Komatsu dozers has been very positive.

"Our people say the dozers are good to operate and the dozer's cab is comfortable, which is pleasing to hear," Andrew said.

### ABOUT CAPCOAL OPEN CUT OPERATIONS:

Capcoal is located in Central Queensland's Bowen Basin, 25 km south-west of Middlemount and 240 km south-west of Mackay.

It operates two open-cut mines, Lake Lindsay and Oak Park, running two draglines, a fleet hydraulic excavators and an electric rope shovel producing Hard Coking Coal and Pulverised Coal Injected Coal for Steel Mills in Japan, Taiwan, Korea, and India. After processing, coal is railed north east to Dalrymple Bay Coal Terminal and south east to RG Tanna Coal Terminal for export.

In 2013 Capcoal Open Cut Operations produced 5.2 million tonnes of saleable coal.



# ENSHAM AND KOMATSU CELEBRATE 20-YEAR AND 100 MILLION-TONNE PARTNERSHIP

**Leading coal producer Ensham Resources can celebrate three major milestones, as the Queensland-based operation moves into its 21st year of operation.**

From its inception in 1993, Ensham Resources has worked with Komatsu trucks, dozers, excavators, wheel loaders and graders to produce 100 million tonnes of high-energy, low-ash thermal and metalliferous coal.

“Komatsu has been working with Ensham Resources from the beginning of their operations here in Queensland. We also maintain other OEM mobile equipment as well as light vehicles and ancillary equipment on site” said Komatsu’s Mackay-based regional service manager, Trevor Hyde.

“Throughout Ensham’s development, we’ve supported their open-pit operations with our equipment and our maintenance expertise.

“Now, as the mine scales down it’s open cut operations while ramping up the underground production we’re working with the change and helping out with the rehabilitation of the open-cut site.”

Komatsu at Ensham can also celebrate more than 6000 days of injury-free operation, a testament to the ‘safely productive’ ethos in effect across the company.

“For the past 17 years, Komatsu hasn’t had a single ‘lost time incident’, on the Ensham site which is really a credit to everyone working onsite and off,” said Trevor.

“When you consider that over the course of more than 6000 working days, Ensham and Komatsu have managed to produce millions upon millions of tonnes of high-grade coal without a single LTI – it’s astounding.”

Komatsu’s staffing support for Ensham Resources has grown over the past 20 years, starting back in 1993 with two full-time fitters, and growing to as many as 28 full-time Komatsu workers maintaining all mobile equipment on site.

Komatsu’s Ensham staff have worked to ensure peak production, no matter what the mercurial mining-resources market could throw at them.

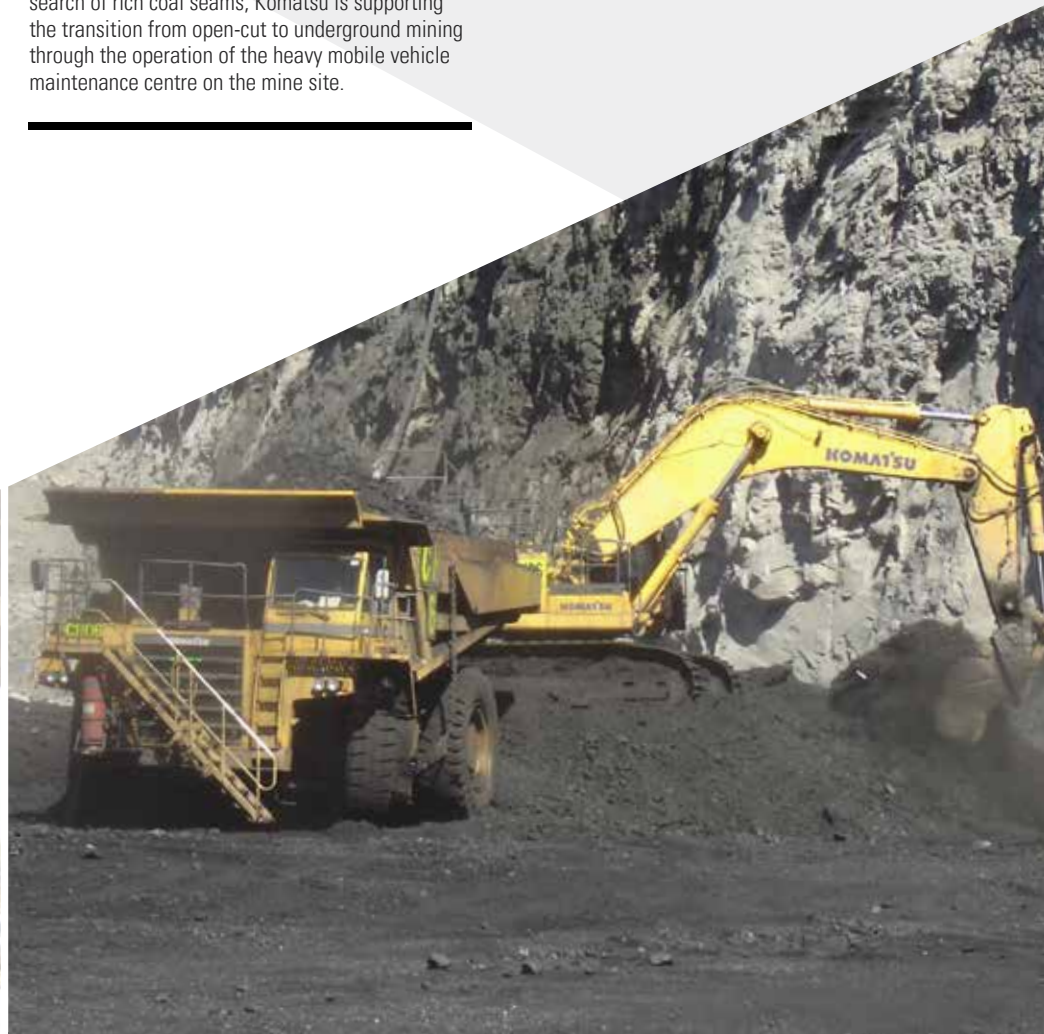
For instance, a global tyre shortage in 2004 would have put Ensham’s three of HD1400 dump trucks into dry dock but, with a conversion by Komatsu staff, the trucks saved on tyre use.

Originally, to increase production, Ensham’s trucks used a ‘belly dumper’ trailer to haul coal to the ROM, with each unit requiring 10 tyres.

Under the spectre of a global shortage of tyres, Komatsu staff converted Ensham’s HD1400s to rear dump, obviating the need for belly dumper trailers, which saved four tyres per unit.

Now, as Ensham Resources heads underground in search of rich coal seams, Komatsu is supporting the transition from open-cut to underground mining through the operation of the heavy mobile vehicle maintenance centre on the mine site.

**“FOR THE PAST 17 YEARS, KOMATSU HASN’T HAD A SINGLE ‘LOST TIME INCIDENT’”**





## KOMTRAX KEY TO FUEL SAVINGS FOR TRAVIS HORSBURGH

**Victorian contractor Horsburgh Earthmoving is finding the combination of KOMTRAX on his PC220-8 excavator and a motivated and committed operator is proving to be an unbeatable combination in saving fuel and reducing operating costs.**

KOMTRAX is Komatsu's remote monitoring system, allowing key operating parameters to be continuously monitored – and is a no-cost standard feature on all new Komatsu construction equipment sold in Australia and New Zealand.

Owner Travis Horsburgh and his operator, Nigel Duthie, regularly review their KOMTRAX logs of the machine's performance, fuel consumption and operating hours to see how they can really get the best from the excavator.

Horsburgh Earthmoving featured in Down to Earth back in 2011 (Edition 56), shortly after he purchased a Komatsu D51EX-22 dozer matched with a Topcon 3D-MC2 high-speed GPS-based machine control system – which allowed him to deliver increased production, faster completion times and work more paying hours.

**“THE PC220-8 IS A GOOD MID-SIZED MACHINE THAT DOES WHAT WE WANT; IT'S GREAT ON FUEL AND THE OPERATOR LOVES IT”**

Established in early 2011, Horsburgh Earthmoving is a bulk earthworks and wetlands construction specialist based near Geelong, south-west of Melbourne.

Travis still has the dozer, which he describes as a “great little machine”, and which has now logged 4000 hours over the 32 months he's owned it. He's recently added forestry gear to the dozer, allowing him to also work with Victoria's Country Fire Authority (CFA).

A few months after taking delivery of the D51EX-22, Travis bought the PC220-8, which he also fitted with a Topcon GPS-based indicate system.

“The PC220-8 is a good mid-sized machine that does what we want; it's great on fuel and the operator loves it,” he said.

“We've done pipelines with it, wetlands, dams, retarding basins – all requiring lots of GPS work – and that machine has been terrific for everything we have done with it.”

Travis said that KOMTRAX, which he has on both the machines has been “really good” for the way he runs his business.

“Nigel and I use the KOMTRAX reports regularly, working together to improve the way we operate the machines – which in turn has reduced equipment fuel consumption.

“Reviewing and monitoring our operations has really improved the way we operate the machines.

“Nigel is one of those rare operators who treats the machine as his own; he has lots of pride in his work and how can he do a better job,” he said.

“The KOMTRAX system lets us constantly review how we are going.

“Other advantages include machine location, keeping track of service hours and working records, but obviously as fuel is our biggest cost, how much we are burning – and how we can save on it – has got a lot to do with it,” said Travis.



**“ ALL THE KOMATSU MACHINES ARE PERFORMING WELL, THEY ARE VERY GOOD MACHINES ”**



## MACKAY SAND AND GRAVEL OPTS FOR THREE MORE KOMATSU MACHINES

**Queensland-based Tandy Group subsidiary Mackay Sand and Gravel Sales has bought three additional Komatsu machines over the past two years, following the initial purchase and successful operation of a WA380-6 loader in October 2011 for batch-loading operations.**

As a result of the successful operation and good operator acceptance of the WA380-6 loader, the company has since bought a Komatsu PC300-8 excavator, followed by a second WA380-6 and a WA470-6.

Active throughout Central Queensland, Tandy Group's operations include Tandy Concrete in Mackay, Marian, Rockhampton and Yeppoon, along with its raw material division Mackay Sand and Gravel Sales, plus Dolomite Distributions, which mines and manufactures dolomite products, as well as a transport division.

During 2012, Mackay Sand and Gravel purchased the PC300-8 to work in its Homebush (Mackay) quarry – replacing another brand of excavator – to load blasted rock from the face into the crusher.

According to Mitchell Flor, Tandy Group's general manager, the operation went for the Komatsu excavator "because it's one of the better machines on the market.

"We are also going through some crusher upgrades, and we required a 30 tonne machine to enhance our production requirements," he said.

Also working in the quarry as a load out machine is the recently delivered WA470-6 loader, while the new WA380-6 has gone into service at the Tandy concrete batch plant in Mackay– with the older WA380 redeployed at the company's sand plant.

"All the Komatsu machines are performing well, they are very good machines," Mitchell said.

Komatsu Australia also provides fixed-price servicing for Mackay Sand and Gravel's entire Komatsu fleet.

"This is working well for us," he said.

"Komatsu has really got things together now, which is very pleasing for the customer.

"Nowadays we are very happy with the whole relationship, the quality of the equipment, back-up and service we receive.

# KVX TEETH FOR KOMATSU FACE LOADER GIVE PEACE OF MIND TO NORTHERN SUBURBS MELBOURNE QUARRY

**A northern suburbs Melbourne quarry operation has recently installed a Komatsu KVX ground engaging tool (GET) system on its Komatsu WA600-6 face loader to minimise the chance of teeth breaking off during operation and severely damaging the quarry's crusher.**

The company, Northern Quarries, is located in the north metropolitan region of Melbourne and predominantly extracts and crushes basalt to produce a range of crushed rock and aggregate products.

According to Pat Kerr, production manager at Northern Quarries, the primary reason for opting for KVX GET on the loader was to eliminate the possibility of teeth falling off during operation, and ending up in the quarry's crusher unit – which can involve costly repairs and extended downtime on the crusher.

"The KVX system's unique design minimises the chances of the GET becoming detached and ending up in the plant, vastly reducing the potential for costly repairs to the equipment," he said.

"And the range available from KVX and Komatsu meant that we were able to tailor a system to suit our particular site application and extract the maximum performance and production from our Komatsu loader."

Pat Kerr's comments were backed up by Northern Quarries Extraction Manager, Wayne Deken.

"We really have a lot more peace of mind now over the chances of wayward teeth ending up in our crushing plant," he said.

"I'm also really pleased with the low maintenance aspect of the KVX product.

"It's almost fit it and forget it, which leaves us free to concentrate on our core business," said Wayne Deken.

KVX's bolt-on system of attaching the teeth and other wearparts eliminates the need for retaining pins and adapters, while also dramatically speeding up the tooth replacement process, said Bill Guirguis, Komatsu Australia's Customer Support Sales Representative responsible for Northern Quarries.

"In addition, the teeth self-sharpen as they wear, far outlasting conventional teeth.

"The philosophy behind the design of KVX is to address more than component life vs cost as a measure of the product's performance," said Bill Guirguis.

"In addition, the system targets a broader range of site and operating costs.

"For example, the sometimes unmeasurable cost of downtime, planned and unplanned maintenance, production efficiencies and so on, were all taken into account during the development of the product," he said.

"Since installing KVX at Northern Quarries Epping Site, everyone from management through to the operators has been very pleased with the system. That's a great result for me."

For further information on the KVX Range of products, Bill Guirguis can be contacted on 0409 983504 or through the Komatsu Office on (03) 9205 9300.

**“IT'S ALMOST FIT IT AND FORGET IT, WHICH LEAVES US FREE TO CONCENTRATE ON OUR CORE BUSINESS”**







# TOTAL KOMATSU PACKAGE MAKES AN INDISPENSIBLE PARTNER FOR REDLINE

**High-quality equipment, outstanding reliability, and a strong, trusting relationship with the local sales representative have helped make Komatsu an indispensable solutions partner for Queensland-based Redline Group.**

Redline is a multidisciplinary civil engineering company specialising in pipeline construction, municipal infrastructure, general earthworks, and a wide range of mining services.

It has recently made its first investment in Komatsu's award-winning Hybrid excavator technology, purchasing one of the first 35 tonne HB335-1 Hybrids sold in Queensland

According to Ken Shaw, who owns and runs Redline Group in partnership with his brother Max, the company's business model is based around its ability to work anywhere throughout Australia and nearby regional countries, with key management personnel moving onsite for its major projects.

In addition to jobs throughout Queensland, the company has successfully carried out projects in Western Australia's Pilbara, the Northern Territory's Groote Eylandt and in Papua New Guinea.

"We will move our senior management team and other key staff to these projects as required," said Ken.

"How many depends on the size of the project. When we were carrying out a large pipelaying project in the Pilbara, we probably had two-thirds of our management team over there.

"For a job in PNG, we took around 25 people up there for about nine months, and we've just finished a job at Groote Eylandt where we had 12 people on site in total," he said.

"We'll do jobs anywhere, and when we do, we just pack up and move all the equipment we need there.

"We set up an office and a workshop wherever we need to be, and we'll put our equipment on ships and transport it to the job site."

For Redline's project in the Pilbara, it loaded all the equipment required onto a ship in Brisbane, sailing via Melbourne to pick up some more gear, before continuing to Port Hedland, where it was unloaded and trucked to the site.

Around 90% of Redline's fleet is Komatsu, including excavators ranging from three tonnes to 45 tonnes, HM400-2 articulated dump trucks, a WA320-5 and a WA430-5 wheel loader, a BR550 mobile crushing plant and an SK820-5SF skidsteer loader.

"Predominantly with the work we do, we use excavators because we do so much trenching and excavation work," said Ken.

Most of Redline's excavators are current Komatsu Dash 8 models, with a few Dash 7s, and its latest Hybrid machine.

"Our oldest machine is only about six years old, and in mid-2013, we purchased our PC450-8 excavator for a pipeline project in Canberra."

Redline's most recent purchase is its 35 tonne HB335-1 Hybrid which it bought in May, and is currently working on a pipeline job in Melbourne.

Ken said that while fuel consumption was an important consideration, moving towards the latest environmentally friendly technology was also a key factor.

"We bought the Hybrid in part because we want to move to being an eco-friendly company, playing our part in helping the environment," he said.

Ken said Redline has "pretty much stuck with Komatsu" since Max started buying them about 12 years ago.

"We've got a great rep here in Brisbane in Ken MacDonald (Komatsu Australia's Brisbane Metro representative for New and Used Equipment Sales), and we really like his style.

"We really like Komatsu gear; it gives us a good service life and it's good quality equipment.

"But probably the biggest attribute in us continuing to buy Komatsu is Ken MacDonald, to be honest," said Ken.

"That's because it's a good relationship that we've got with him as a salesman and that goes a long way to selling me more equipment, because if you've got a good guy that you can trust, it makes it easier to buy more equipment from him."

Working in remote regions so often, Redline carries out most of its own maintenance and repairs – calling on Komatsu for support when required.

"We have our own team of fitters and, because we work on remote sites we do a lot of our servicing in-house, probably around 90%," said Ken.

"We used Komatsu in Western Australia and we use them here in Queensland as well, and they've both been great; they come and do their stuff and their support is pretty good."

With Komatsu's KOMTRAX remote monitoring system supplied as standard on its newer equipment, Ken finds it an essential tool in monitoring machine fuel usage and work hours.

"Not all of our machines have KOMTRAX, but on the ones that do, the boys certainly use it.

"We use it to log fuel burn and just to see what levels the machines are running at.

"That's because in today's market, you need to know what your machines are actually doing, with the cost of fuel – which today is a big consideration for any contractor," he said.

"KOMTRAX will really come into its own with that, because we will be able to monitor the amount of fuel they are using.

"It's a really good innovation; we still don't use it to its full potential, but it is something that we are looking into using more and more as it becomes better known to us."

Redline also made use of Komatsu Finance for its latest equipment purchases.

"My brother Max actually organised all that side of things; he does the finance part of the business," said Ken.

"It was a good rate at the time, and it was a very convenient way to buy Komatsu equipment."

It's this ability to provide a total package – covering quality reliable machines; knowledgeable, trustworthy sales reps; nationwide customer support; state-of-the-art machine management through innovations such as KOMTRAX; and a specialist source of finance, that makes Komatsu a great partner to successful contractors like Redline.

# THREE REASONS WHY FULTON HOGAN'S SEAN MCINTYRE WENT FOR KOMATSU

**Komatsu reliability, service and resale value were some of the key reasons Fulton Hogan, one of New Zealand's largest contractors, purchased the country's first WA430-6 wheel loader.**

The new loader, purchased in mid-2013, is part of a mobile crushing crew that works throughout the Bay of Plenty/East Cape/Poverty Bay/Hawkes Bay areas of New Zealand's eastern North Island, working in both hard-faced and alluvial quarries as required by Fulton Hogan and its clients throughout these regions.

Applications for the loader include loading the mobile crusher jaw with raw material, removing crushed material, and then sorting and stockpiling it, said Fulton Hogan East Coast Quarry Manager Sean McIntyre.

"Our mobile crushing unit accompanies our civil works units in these regions, so wherever we have a project, this loader is helping to produce our aggregates."

Sean said that the company primarily opted for the Komatsu loader due to the brand's reliability.

"We have five Komatsu loaders within Fulton Hogan East Coast already, and they have all proven to be very reliable," he said.

"Backup and service is also great; any warranty issues we deal with Mark Graham in Gisborne, and we find him very helpful.

"Komatsu is also good on the parts side, with good availability, and reasonable pricing.

Another reason Sean recommended Komatsu was the resale value.

"If you stick with the brands like Komatsu, you do get better resale value," he said.

He also appreciates Komatsu's KOMTRAX system, and its ability to let him oversee the operators remotely, as well as keeping track of hours to alert him when the service is due.

"I find it quite helpful.

"For example, with fuel consumption, even that comes through on the reports and you can tell if an operator is working in economy mode or high-power mode.

"It's good being able to talk to the guys about why they are working in high-power mode when they are not really doing very hard work, and I can counsel them a bit," said Sean.

"I'm also pretty happy with the fuel consumption. The other day, when I was on the loader myself, we were doing about 20 litres an hour, and in my book, that is pretty good."

**“WE HAVE FIVE KOMATSU LOADERS WITHIN FULTON HOGAN EAST COAST ALREADY, AND THEY HAVE ALL PROVEN TO BE VERY RELIABLE”**





**“WE TRUST THAT KOMATSU WILL CONTINUE TO PROVIDE HIGH QUALITY MACHINES TO REILLY CONTRACTORS FOR YEARS TO COME”**

## PERTH'S REILLY CONTRACTORS TAKES FIRST 35 TONNE HYBRID IN THE WEST

**Perth-based civil engineering contractor Reilly Contractors recently took delivery of the first 35 tonne HB335LC-1 Hybrid in Western Australia.**

It was a very proud moment for owner Mike Reilly when he took delivery of his machine in late June.

What made it even more special was that Mike's dad, John Reilly, was in Perth on holidays from the UK. John joked that using hybrid technology in his day to save fuel was nothing more than hard work using a shovel!

Reilly's new Komatsu Hybrid is being operated by Scott Saunders at its Amberton subdivision site north of Perth.

“We'd like to thank Steve Maffescioni and Colin Brindle from Komatsu for their service and we trust that Komatsu will continue to provide high quality machines to Reilly Contractors for years to come,” says Mike Reilly.

“This takes our fleet to 26 machines, with two of these now being hybrids, ensuring that we maintain our commitment to being kind to the environment,” he says.

Reilly Contractors specialises in subdivision works, including groundworks, sewerage, stormwater drainage and utilities installations.

It also offers excavator and loader hire in Perth, and areas involved in the Western Australia resources sector.

In addition, the company's civil construction experience and knowledge extends to rail and mining, allowing it to deliver specialist sector projects.

Reilly Contractors also offers professional services including site investigations, project management and feasibility studies.



*Left - Steve Maffescioni - Komatsu Business Development Manager, Mike Reilly - Reilly Contractors, Colin Brindle - Komatsu WA & NT Sales Manager.*

# KOMATSU RELIABILITY CRITICAL FOR TIME-SENSITIVE PIPELINE PROTECTION PROJECT



**When North Queensland-based Pacific Marine Group was awarded a tight timeframe contract to place rock armour protective cover for 2.35 km of twin undersea LNG pipelines between Gladstone Harbour and Curtis Island, equipment reliability was a critical consideration.**

For that reason, Pacific Marine Group (PMG) purchased three brand-new Komatsu excavators – two PC200-8s and a PC160-8 – along with a requirement that Komatsu Australia have a service technician on call 24 hours a day.

The project, known as the Narrows Crossing armour backfilling works between Gladstone and Curtis Island, was for the McConnell Dowell/Consolidated Contracting Company joint venture, and was carried out between April and July 2013.

It consisted of 2.35 km of two 42 inch (1067 mm) diameter pipelines that had been placed in a dredged trench, and needed to be covered with rock backfill for protection.

The export pipelines, being built for QCLNG and APLNG, cross from the mainland to liquefaction plants on Curtis Island, at The Narrows about 10 km north of Gladstone.

In March 2013, PMG was awarded a contract to urgently set-up the barges, mobilise to site and complete the works.

Equipment used to carry out the works included two 36.5 m barges fitted with deck protection and Bunding for transfer of material, a 46 m positioning barge equipped with a six anchor system and GPS tracking, a chute system, a 12 tonne drag bar, two tugs, two transfer vessels plus miscellaneous equipment – and the three Komatsu excavators.

## “THE MAIN REASON FOR GOING FOR KOMATSU EXCAVATORS WAS THE REQUIREMENT FOR RELIABILITY”

According to Project Engineer Jim Bournas, within five weeks of being awarded the contract, PMG had set up all the barges and equipment and had mobilised on site.

PMG placed two layers of rock over the pipeline: an initial 0.45 m minimum layer of filter rock, followed by a 0.75 m minimum later of armour rock up to 500 mm in diameter – a total of 130,000 tonnes of rock placed from 356 barge loads.

The first barge was unloaded on April 20, and the last one on July 14, completing rock placement over 86 days, working day and night shifts.

The three Komatsu excavators were placed on the two transfer barges, with one PC200-8 on one of the barges, and the other PC200-8 and PC160-6 on a larger capacity barge.

They were used to move the rock filter and armour material from the transfer barges to the positioning barge, said Jim.

“All the filter material and the armour rock that we placed over the pipeline was dropped bucket by bucket into our hoppers on our main positioning barge.

“Our positioning barge had three hoppers with chutes, and we’d use a GPS system to place the rock according to the surveys.

“We worked out a nice pattern to shift the barge, drop the material and get it in place over the pipes,” he said.

“And because we were working day shifts and night shifts, we probably used about nine excavator operators on this project.

“The excavators would vary between working around the clock, to times when they were just sitting on the barges while we were transferring the rock material from the mainland out to the positioning barge.”

Jim said the main reason for going for Komatsu excavators was the requirement for reliability.

“Reliability was a big part, plus the service we could get from Komatsu out of Gladstone.

“We had someone from Komatsu on call who could come out straight away and attend to any issues that we may have had.

“In the end, they went very well; we didn’t have any issues with them at all,” he said.





# MANN GROUP SPECS UP TWO KOMATSU EXCAVATORS FOR MASSIVE INFRASTRUCTURE PROJECT

**Mann Group, one of Sydney's oldest and most respected demolition/excavation specialists, recently took delivery of two Komatsu PC300LC-8 excavators built to the highest safety standards for work on the city's North West Rail Link.**

According to managing director James Manassa, the two machines have been set up identically to handle multiple demolition attachments, plus both have "mine-spec" safety features allowing them to meet the safety standards of top-end builders and contractors.

Their two key attachments are Embrey demolition pulverisers and rotating demolition shears; the pulveriser jaws can crush through concrete up to 900 mm thick with up to 850 tonnes of clamping force and the shears can cut through 1 m thick steel beams.

To handle these attachments, Komatsu Australia's Fairfield workshop utilised the standard factory auxiliary circuit to operate the opening and closing of the jaws, set up an additional hydraulic circuit to control the attachment's rotation and also fitted a case drain to manage any excess oil from the attachment.

"The maximum weight of each attachment is two and a half tonnes, which is under the SWL of the machines, plus we have 'mine-specced' them so

they can carry out any project required by top-end builders in respect of safety," said James.

These mine-spec features include ROPS/FOPS cabs, handrails, double-flashing strobe lights, height and slew restrictors, screen guard protection, battery isolators, E-stops and "quacker" type reversing alarms.

James said both excavators were being used for building and structure demolition for stations along the route of Sydney's \$8.3 billion North West Rail Link, a 36 km rail line linking Chatswood to the fast-growing Hills district – Australia's largest infrastructure project, it is scheduled for completion in 2019.

James said that the company had opted for Komatsu machines for this project due to their reliability and backup.

"Komatsu has very good backup and good servicing, plus I really like the KOMTRAX system, which gives us all the stats from the machine.

"They are also very reliable machines," he said.

Mann Group has been buying Komatsu excavators for the past eight years, and currently has a fleet of 25 excavators, as well as a number of other machines.



Sydney's oldest demolition company, Mann Group was started in 1949 by the late Anthony Manassa - James' and his brother Leny Manassa's father, and celebrated 65 years in business in late 2013.

**Today it offers a wide range of demolition and construction-related services, including:**

- High-rise structural demolition
- Internal strip-out
- Civil construction
- Bulk and detail excavation
- Asbestos and hazardous material removal.

# BENEDICT BUILDS ITS BUSINESS WITH KOMATSU



Left: Johnny Wooden, Benedict Operator, Paul Thompson, Benedict Moorebank Operator, Wayne Hannaford, Benedict Production Manager Menangle Sand and Soil, Paul Chenery, Komatsu Major Accounts Manager NSW and Brett Jarvis, Benedict Industries Operations Manager

**A leading resources and recycling firm has based its expansive operation on the rock-solid reliability of Komatsu's range of earthmoving, quarrying and utility equipment.**

Sydney-based Benedict Industries uses a range of Komatsu excavators, wheel loaders and dozers in diverse environments across more than 10 sites in New South Wales.

Group operations manager Brett Jarvis said Benedict's varied operations have task-specific requirements, and Komatsu's products and support ensures consistent, reliable service across a range of environments.

"Komatsu works with us to make sure that every machine suits our specific applications, from adapting radiators for use in our Chipping Norton recycling plant to increasing capacity and loading strength on our PC350LC-8 excavators," he said.

"I speak with our machine operators on a daily basis, and the feedback from them is that Komatsu offers good, easy-to-use heavy equipment with good back-up," Brett said.

Benedict uses Komatsu's rugged D375A-6 dozer for ripping and pushing sandstone at its Mittagong quarry which supplies the Southern Highlands, the Illawarra and south-west Sydney with 300,000 tonnes of premium construction sand every year.

At its Menangle site, Benedict uses Komatsu's WA430-6 wheel loader and PC350LC-8 excavator to manage speciality soils for golf courses, bowling greens and top soils.

Komatsu supports Benedict's \$40-million Chipping Norton recycling plant with a PC130-8, PC220-8 and PC18MR excavators, and a WA430-6 and two WA470-6 wheel loaders.

Ronald Benedict Smith established Benedict Industries in 1966, hauling sand and aggregate across the Sydney area.

Since then, The Benedict Group has grown to become the largest privately owned supplier and

**KOMATSU WORKS WITH US TO MAKE SURE THAT EVERY MACHINE SUITS OUR SPECIFIC APPLICATIONS**

reseller of quarried materials, as well as the largest recycler of mixed construction and demolition waste in New South Wales.

Benedict specialises in providing natural and recycled materials for the building, construction and landscaping industries, recycling more than 500,000 tonnes of construction and demolition waste every year across its recycling transfer stations at Banksmeadow, Belrose and its state-of-the-art recycling facility at Chipping Norton.

Currently the industry leader at a recovery rate of 90 per cent, Benedict's upcoming Waste-to-Energy plant will bring the recycling efficiency of the facility to 98 per cent and produce enough green energy to power thousands of nearby homes and industries

The major projects Benedict has supplied in the last 12 months include the Port Botany Expansion Project (Terminal 3 and The Knuckle), Barangaroo Headland, Camden Valley Way widening project, North Strathfield Rail Underpass and the Epping to Thornleigh third rail track.

## NEW PREMISES FOR PORT HEDLAND

Komatsu Australia is about to start work on a major new state-of-the-art service and rebuild centre in Port Hedland, servicing North Western Australia's massive iron ore mining industry.

The groundbreaking ceremony for the new Komatsu service centre will be on February 25, with the new facility scheduled to be opened in late 2014.

Situated on 9000 sq m of land, the 1300 sq m facility will replace the current Port Hedland branch, and will become Komatsu's West Pilbara rebuild centre and parts warehouse.

The new centre has been designed to handle rebuilds of ultra-class mining equipment including up to 290 tonne capacity 930E electric drive dump trucks and WA1200 wheel loaders – of which there are sizeable Komatsu fleets in the region.

### ELEMENTS OF THE NEW SERVICE BRANCH INCLUDE:

- Two high bay mining spec workshops
- A washbay
- 7000m2 yard
- 25 tonne capacity overhead crane
- Parts warehouse, including mezzanine storage
- Customer Support Office.





# AWESOME KOMATSU WORKS BEHIND THE SEAMS AT BOGGABRI



*Overburden haulage at Boggabri Coal is spearheaded by 17 Komatsu 930E trucks powered by Cummins QSK60 engines rated at 2700 hp.*

## **A fleet of Komatsu 930E AC Drive Dump trucks is achieving availability targets for mine owner Idemitsu Australia Resources and contractor Downer Mining at Boggabri Coal in the Gunnedah Basin, NSW.**

Komatsu on-site support also rates highly at Boggabri Coal, with the mine operating 24/7 and set to produce more than 5 million tonnes of coal in 2014.

Downer Mining has been the mining contractor at Boggabri Coal since 2006 when production began.

The mine is owned by Idemitsu Australia Resources, a subsidiary of Japanese petroleum company Idemitsu Kosan Co. Ltd. Construction of the mine began in January 2006 and the first coal was produced in October of the same year.

Downer Mining's current contract with Idemitsu, which runs to November 2017, involves drilling and blasting, mine planning, loading and haulage.

Overburden haulage at Boggabri Coal is spearheaded by a fleet of 17 Komatsu 930E trucks with a 290 tonne payload capacity; the force behind their tractive effort are Cummins QSK60 engines powering 2700 hp AC electric drive systems.

The reliability of the 930E trucks is critical as they contribute significantly to a total annual overburden and coal movement of around 36 million BCMs. The oldest 930Es have clocked up around 12,000 hours, with the youngest at 5000 hours.

Like any mine, Boggabri Coal has targets to meet – targets that are the focus of Downer Mining's reliability supervisor Adam Morrison as he looks at ways to reduce downtime to ensure highest possible availability of equipment.

Downer Mining's physical availability target for the 930Es is 89%, and the Komatsu fleet is exceeding that figure, with engine load factors averaging 40%.

Support from equipment suppliers is obviously a key factor in the execution of his task.

Since the first truck was commissioned in July 2012, Komatsu has been represented at Downer Mining by a Komatsu Fleet Manager, providing dedicated on-site support.

This position is filled by Mark Clifton, who was a high-voltage electrician for Komatsu at Boggabri Coal before being promoted to Fleet Manager earlier this year.

Mark knows these trucks inside and out, which enables him to provide Downer Mining with expert on-the-spot technical advice and support.

Service and parts support are only 45 minutes away at the Komatsu Gunnedah branch, led by manager Phil Coffey and his team of field service, parts and customer support staff.

The branch offers full maintenance and service facilities both in the Gunnedah workshop and in the field, as well as oil analysis and condition

monitoring services, machine inspections and appraisals, and the full range of Komatsu and non-Komatsu parts.

To further bolster the Komatsu fleet support Cummins' on-site support at Boggabri Coal has been in place for two years, and for most of that time the Cummins QSK60 engines powering the 930Es has been the responsibility of technician Casey Haywood, a young man who takes immense pride in the company's service support capability and the relationship that is built with the customer.

"We don't have any dramas here," says Adam Morrison. "What we want to see is a proactive approach from our suppliers and we get that."

Mark works closely with Adam and the Downer Mining team to ensure they have everything they need to keep the operation running and to achieve their targets.



# KOMATSU GRADERS WIN COUNCILS

**Two northern Tasmanian councils have recently opted to purchase Komatsu GD555-5 graders, replacing machines of other makes – with operator preference and whole-of-life costs key considerations in their decisions.**

The first GD555-5 in the region went to Central Coast Council, on Tasmania's north-west coast, in mid-January 2014, while the second was delivered to Northern Midlands Council, in the state's north-east, in early February.

## Central Coast Council

Shane Reynolds, Central Coast Council's fleet management officer, said the purchasing process included a detailed assessment of three brands of grader – two of which were with neighbouring councils, while a GD555-5 was provided by Komatsu for evaluation purposes.

"We assessed all three, we then had a roundtable discussion with the evaluation group and put all our scores together and it came out that the Komatsu was slightly in front of both the other machines in terms of what we all assessed as being the most suitable machine," said Shane.

"The key criteria we looked at include all the safety issues, operator comfort, ergonomics, operation of the machine itself in terms of the power and torque, visibility, the whole of life costing and the way the offer and machine was presented to us.

"It's a pretty broad scope of things that we take into consideration as part of our offer evaluation process," he said.

"In particular, the Komatsu scored very well in terms of the principal operator.

"He was extremely happy with the visibility, extremely happy with the power and torque of the machine, and the daily maintenance requirements."

Also in the Komatsu grader's favour were the facts that it came with the KOMTRAX remote monitoring system, plus free servicing up to 2000 hours.

"I do complete costing of the equipment that we get offered, and when you factor that free servicing into the whole of life costing, that has a pretty good effect from my point of view," Shane said.

The new GD555-5 grader is Central Coast Council's second Komatsu unit, following its purchase of a WB97R-5EO backhoe in 2011.

"We've been very pleased with that machine," he said.

"We're finding it's currently costing us about \$13 an hour less to operate than our other four backhoes, taking into account fuel consumption and maintenance costs."

## Northern Midlands Council

In making its decision on a new grader, Northern Midlands Council called tenders, received a very

good offer from Komatsu, then followed up with other Komatsu-owning councils around Australia, said supervisor Leigh McCullough.

"The recommendation from other councils who had this grader was very good, plus Komatsu gave us a five-year, 6000 hour warranty – which is really fantastic," he said.

"On our other grader, which we traded for this one, we had trouble with it from about 4500 hours, so that warranty is very important for us."

Since taking delivery of the grader – only two weeks before being interviewed by Down to Earth – Leigh said the operator feedback had been very positive.

"The operator who is on it says it has some really good features; he says the transmission is perfect, and the visibility is miles in front of anything else.

"We do a lot of kerb work, where we've got to cut just across the edge of the kerb, and with this grader you can walk it – it's just like an automatic transmission," he said.

"And with the visibility, we've gone from a 12 foot blade on our last machines to a 14 foot blade, and the view to the blade is just excellent.

"We'd like to have 12 months with it and see how we are going, but at the moment, we've done a couple of jobs and it's been really good," said Leigh.



Left: Andrew Kaine & Rod Ansell.





## LLOYDS NORTH PURCHASES REPLACEMENT WA500-6 FOLLOWING GOOD PERFORMANCE OVER SIX HARD-WORKING YEARS

**Tasmanian-based transport, forest, mining and industrial services group Lloyds North has recently purchased a Komatsu WA500-6 wheel loader to replace an identical machine which has logged over 27,000 hours over six years loading very dense iron ore pellet concentrates for Grange Resources at Port Latta, on Tasmania's north-west coast.**

In late 2012, Lloyds North opted to purchase an identical replacement machine due to operator preference, and the machine's performance over the previous six years.

The operation at Port Latta involves the loader being on call 24 hours a day; seven days a week, loading the iron ore concentrate pellets – which weigh 2.8 tonnes per cubic metre – from the processing plant into stockpile areas ready for loading onto ships.

Due to the density of the concentrate, the loader has only a 4.4 cu m bucket fitted – around half the size of the standard bucket on this machine, said Lloyds North's operations manager, John Austin.

"Even with the small bucket on the WA500, we are still getting up to 19 tonnes in each load," he said.

"If it were anywhere else other than an iron ore facility, the bucket would be twice the size it is."

(Interestingly, the last time we ran a story on Lloyds North, in the early 2009 edition of D2E, it was about a WA470-6 loader – among other

***WE PRETTY MUCH BOUGHT THE NEW MACHINE BASED ON THE PERFORMANCE OF THE OLDER MACHINE***

Komatsu equipment – used for handling materials at the other end of the density scale: woodchips with a weight of only 300 kg per cubic metre.)

John said the original WA500-6 used in the application still had all original components, and had performed very reliably over the past six years.

"We pretty much bought the new machine based on the performance of the older machine, plus the fact that the operators preferred the Komatsu over other brands," he said.

The loader is provided by Lloyds North to Grange Resources on a dry hire basis, with the operators employed by Grange Resources.

Since being delivered to the site, John reported it has performed in line with expectations.

"We've had no problems with it at all," he said. "Because we don't operate it ourselves, the only feedback we get is what it costs us to maintain it – and it is certainly going OK, with no major dramas."

The original WA500 remains on site as a backup machine.

Other Komatsu equipment used on other projects or with other clients includes two WA470-5 and two WA470-6 wheel loaders, two D155AX-6 dozers and a PC220-7 excavator. The company's most recent purchase is a WA470-6A wheel loader with Ensign log grab, commissioned in September 2013 at the Bell Bay sawmill logyard.

Lloyds North began operation in Tasmania in 1977 and is a member the Bonney Group; a diversified company with fuel distribution, bulk logistics, Industrial and property interests. Lloyds North operates extensively in mining, quarrying, industrial services and forest services in Tasmania and Victoria.

The Bonney Group employs over 150 people throughout Tasmania and Victoria and has an annual turnover of approximately \$250M. In addition to Lloyds North the Bonney Group includes fuel distributors Caltas (Tasmania) and Bonney Energy (Victoria) and fledgling port and logistics management business Bonney Logistics.



Left - John Kidner and son Blake Kidner.

## WHY JOHN KIDNER LOVES HIS KOMATSU EQUIPMENT

**Far North Queensland contractor John Kidner just loves his Komatsu equipment: “They just don’t give trouble; you can put them to work and you know they are going to work”, he says.**

Komatsu equipment owned by John’s family company, Kidner Contracting, includes four excavators and a 20-year-old WA500-1 loader with around 42,000 hours on the clock.

Kidner Contracting, which John operates with his son Blake, has a history going back 70 years – it was started by John’s father George Kidner in 1944.

John and his brothers George and Ian started operating as Kidner Logging in 1980; then in 1990 after the logging activity the company had previously been engaged in came to an end in Far North Queensland rainforests they renamed the company Kidner Contracting. Shortly after this, John bought George and Ian out.

“When they shut down the rainforest we knew we had to do something, with a lot of good men and a lot of good gear,” said John.

“At the time, we had gravel trucks, but there were no quarries or rock crushing services in our area, so we built our own crushers and went into that business.

“We started just around Ravenshoe, but pretty soon we were supplying as far south as Townsville and up to Cooktown, and since then we’ve been working all over Far North Queensland,” he said.

In addition to carrying out quarrying and crushing activities from its 154 hectare quarry in Ravenshoe – located in the Atherton Tablelands – plus a couple of local forest quarries, Kidner Contracting also provides general contracting services throughout the region.

“We work along power lines putting in access road, we do road construction, build dams, put in house pads – just about any sort of earthmoving and civil construction,” said John.

Kidner’s Komatsu equipment includes four excavators: a PC350LC-8 delivered at the end of 2013, a PC300LC-7 purchased used in 2004 and now with 18,600 hours on the clock, a 2000 PC220LC-8 with 8500 hours, and a 1998 PC200LC-6 which has now logged 25,000 hours, plus the WA500-1 loader.

John said that the company had been buying used Komatsu machines for a few years, before purchasing its first new Komatsu, the PC200LC-6, in 1998.

“That machine has actually got 25,000 hours on it now and it hasn’t had a spanner on it,” he said.

“It’s had coats of paint and changes of oil, and we might have had ram seals done, but the major components – the engine, hydraulics, all the hydraulic motors – nothing has being touched.

“It’s been a really bloody good machine,” said John.

And the machine has not had an easy life; from new it’s worked in Kidner’s quarry operation, fitted with a rock breaker.

“Ever since we bought it, it’s been in the quarry loading trucks and rock breaking,” said John.

“Sometimes it may go out and do civil works, but it’s mainly in the quarry.

“Certainly we’ve looked after it; it’s had good operators on it and we’ve kept it properly greased and looked after, but it’s a really good machine,” he said.

It’s much the same story with Kidner’s PC300LC-7, which was bought used in 2004, and its PC220LC-8.



**“THAT MACHINE HAS ACTUALLY GOT 25,000 HOURS ON IT NOW AND IT HASN’T HAD A SPANNER ON IT”**

“That PC300LC-7 has now got 18,500 hours on it, and it’s still got an engine and hydraulics that haven’t been touched,” said John.

“It’s now parked up while we decide what to do with it, as our new PC350LC-8 has become our main quarry machine.”

Kidner’s other Komatsu, its WA500-1 with 42,000 hours on the clock, was purchased just a couple of years ago at auction for truck loading duties at the quarry.

“It’s a good old loader, everything goes right.

“Komatsu machines are just bloody good machines, lovely to operate, just the right amount of hydraulic power, and they don’t give any trouble,” John said.



# KOMATSU FIND A WORD



Can you find the 28 words hidden in the find a word below. The words can go forward, up, down or diagonally. Draw a coloured line around each word as you find it. Have fun and good luck!



q	a	r	p	p	e	r	f	o	r	m	a	n	c	e	o	t	i	a	d	w	k
t	s	d	k	b	f	e	a	f	i	g	d	u	m	y	f	p	f	t	u	h	o
e	w	h	e	e	l	l	o	a	d	e	r	r	n	u	l	j	e	x	m	e	m
r	y	u	h	e	w	o	q	y	b	v	d	e	h	a	e	f	i	g	p	i	a
s	m	e	s	l	p	f	a	b	n	o	u	l	d	u	e	k	r	l	t	b	t
k	o	c	e	g	q	n	x	d	a	s	m	i	l	h	t	g	e	a	r	f	s
i	t	d	c	i	e	c	l	t	i	c	i	a	f	p	g	c	p	b	u	j	u
l	o	e	u	k	b	m	a	t	u	n	k	h	w	t	u	r	g	s	c	p	f
c	r	b	r	x	t	d	e	r	e	d	g	h	l	l	a	i	u	o	k	v	k
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r	e	e	o	f	l	i	i	e	t	c	q	u	l	z	a	r	d	h	i	l	p
u	r	e	w	s	e	o	n	l	p	q	a	s	u	i	q	l	w	i	a	k	i
c	p	l	b	a	i	n	h	i	i	b	y	v	t	o	t	x	s	n	b	s	n
t	e	d	o	z	e	r	a	l	n	t	u	q	a	c	a	y	b	c	i	x	g
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m	a	c	h	i	n	e	r	y	p	s	i	v	s	k	i	d	s	t	e	e	r

Komatsu  
Excavator  
Dump Truck  
Dozer  
Wheel Loader  
Motor Grader  
Backhoe

Wheel Dozer  
Skid Steer  
Crusher  
Hybrid  
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